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**DCHC**

METROPOLITAN PLANNING ORGANIZATION

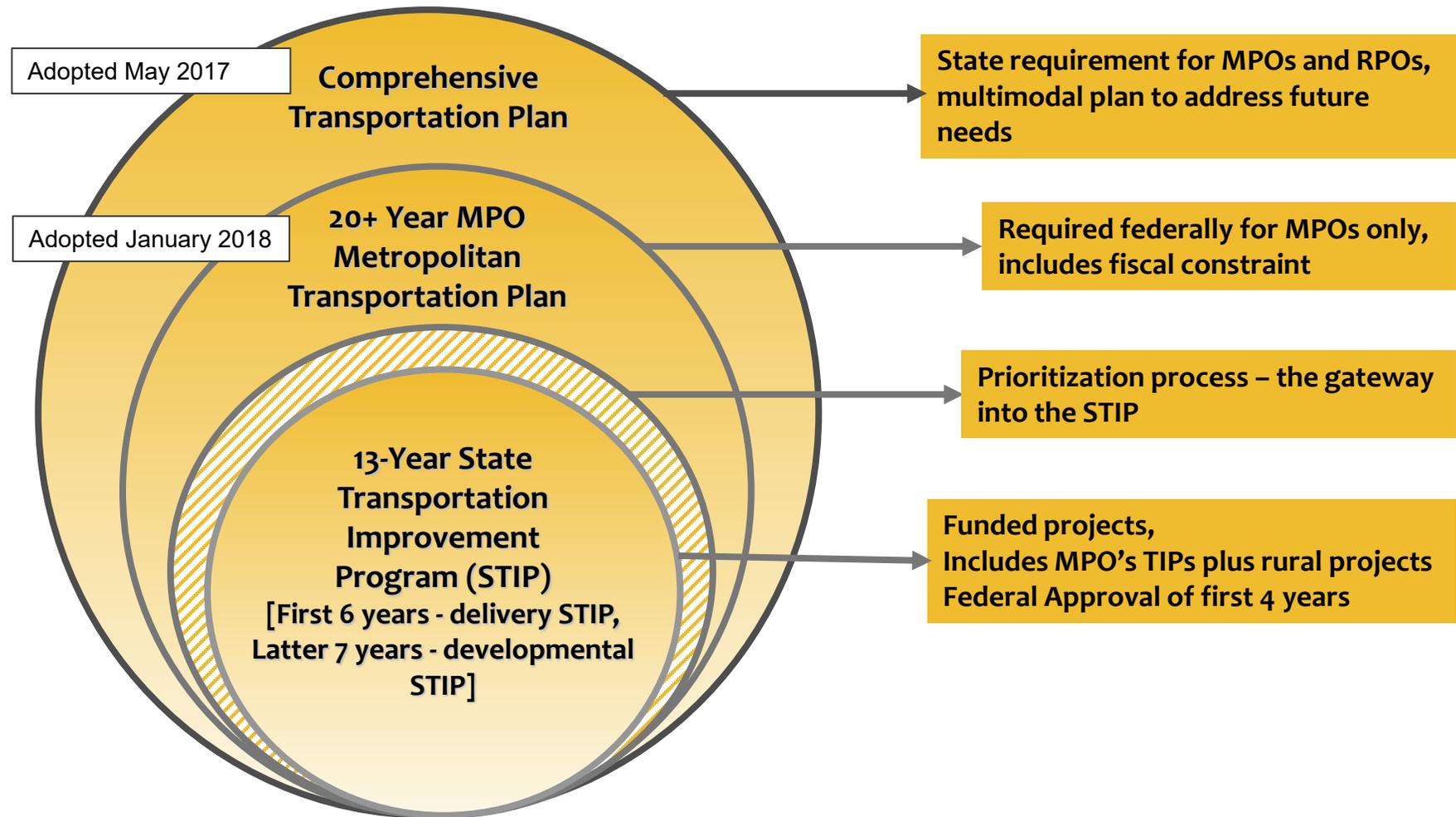
PLANNING TOMORROW'S TRANSPORTATION

# Comprehensive Transportation Plan (CTP) Amendment #3

Andy Henry – February 10, 2021 – DCHC MPO Board

- CTP and MTP Relationship
- Previous CTP amendments
- Summary of proposed CTP Amendment #3
- Proposed Schedule

# Relationship – CTP, MTP, and TIP



# CTP and MTP Comparison

	Approximate Plan Horizon	Identifies?	Fiscally Constrained	Adopted by
<b>Comprehensive Transportation Plan</b>	20-30+ Years	Existing and planned facilities	No	MPO Bd and NCDOT BOT
<b>Metro. Transportation Plan</b>	20 Year Minimum	Planned facilities	Yes	MPO Bd (and FHWA)

## CTP:

- Has many more projects
- NCDOT methodology and active partner
- No Air Quality conformity required
- No update requirement



- 1) 2045 MTP Amendment #2 -- Add roadways from 2045 MTP Amendment #2, e.g., Cole Mill Road Extension
- 2) D-O LRT -- Delete some roadway improvements based on Durham-Orange Light Rail Transit, e.g., University Drive

- 3) Orange County -- Add requested modernizations, and roadways from the Efland-Buckhorn-Mebane Access Management Plan
- 4) Durham County – Update roadways in Durham-Wake county border area

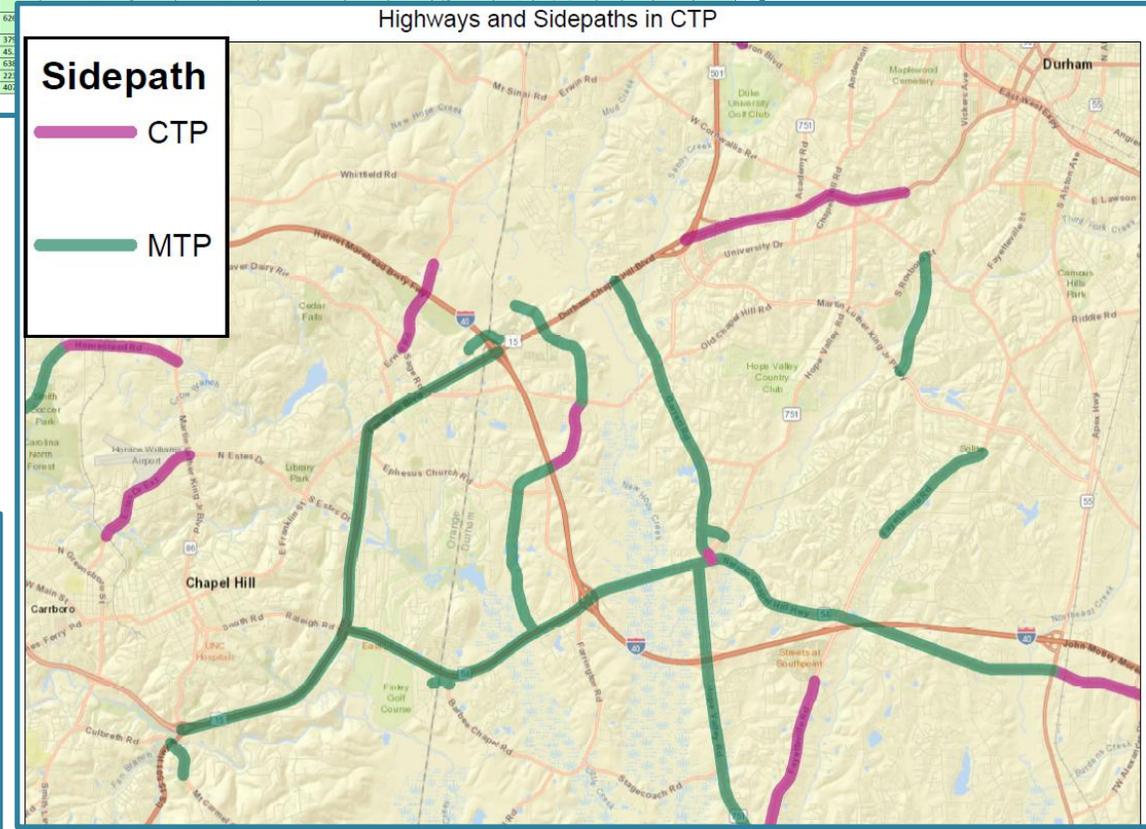
# CTP Amendment #3 – Complete Streets (Sidepaths)

- 1) Add 53 Multiuse Paths (MUPs) from 2045 MTP Amendment #2 to CTP highways
- 2) Add additional Sidepaths along major CTP roadways
- 3) Add the NCDOT Complete Streets implementation guide information to the CTP report (i.e., page 1-48)

**2045 Metropolitan Transportation Plan (MTP) Amendment #2** (November 13, 2019)

**Changes to Appendix 1: Roadway Project List** Sorted by Project Name. Bold font denotes additions. Strikethrough denotes deletions.  
\* a shared use path or other protected bicycle and pedestrian facilities are suitable for this project

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI	Reg. Sig (a)	Exempt (b)	TIP#	
<b>2025</b>	<b>MTP</b>												
116	Sher Creek Flyway Extension	T.W. Alexander Dr	Andrew's Chapel Rd	-	4	New Location	0.4	\$3,990,000	Div	No	No	N/A	
9	Carver St Ext	Arnfield St	Old Oxford Rd	-	4	New Location	1.0	-	Div	No	No	N/A	
15	East End Connector (EEC)	NC 147	North of NC 98 in Durham	-	4	New Location	3.2	\$35,175,000	St	Yes	No	U-0071	
200	Eubanks Rd	MLK Blvd (NC 86)	Millhouse Rd	2	4	Widening	0.8	\$7,487,000	Div	No	No	N/A	
223	Fayetteville Rd	Barbee Rd	Cornwallis Rd	2	4	Widening	1.0	\$3,374,000	Div	Yes	No	N/A	
<b>2035</b>	<b>23.1 *</b>	<b>Fayetteville Rd</b>	<b>Barbee Rd</b>	<b>2</b>	<b>4</b>	<b>Widening</b>	<b>1.4</b>	<b>\$4,661,000</b>	<b>Div</b>	<b>Yes</b>	<b>No</b>	<b>U-4021</b>	
<b>2035</b>	<b>111 *</b>	<b>Fordham Blvd (US 15-501)</b>	<b>L40</b>	<b>4</b>	<b>4</b>	<b>Modernization</b>	<b>1.6</b>	<b>3,062,000</b>	<b>St</b>	<b>Yes</b>	<b>No</b>	<b>U-5304F</b>	
							<b>\$3,726,000</b>						
<b>2035</b>	<b>240 *</b>	<b>Fordham Blvd (US 15-501)</b>	<b>Ephesus Church Rd</b>	<b>NC 54</b>	<b>4</b>	<b>4</b>	<b>Modernization</b>	<b>2.1</b>	<b>46,486,000</b>	<b>St</b>	<b>Yes</b>	<b>No</b>	<b>U-5304D</b>
							<b>\$5,944,000</b>						
<b>2035</b>	<b>73 *</b>	<b>Fordham Blvd (US 15-501)</b>	<b>NC 54</b>	<b>NC 86 (S Columbia)</b>	<b>4</b>	<b>4</b>	<b>Modernization</b>	<b>2.3</b>	<b>49,832,000</b>	<b>St</b>	<b>Yes</b>	<b>No</b>	<b>U-5304B</b>
							<b>28,285,000</b>						
<b>2035</b>	<b>204 *</b>	<b>Fordham Blvd/Raleigh Rd</b>	<b>Interchange</b>	-	-	<b>Upgrade</b>	<b>N/A</b>	<b>14,800,000</b>	<b>St</b>	<b>No</b>	<b>93.127</b>	<b>U-5774A</b>	
<b>2035</b>	<b>241 *</b>	<b>Fordham Blvd/ Manning Dr</b>	<b>Intersection/</b>	-	-	<b>Upgrade</b>	<b>N/A</b>	<b>\$7,446,000</b>	<b>St</b>	<b>No</b>	<b>No</b>	<b>U-5304E</b>	



**c) Bicycles, Pedestrians and Complete Streets**

**Bicycle and Pedestrian Demand**  
Early in the CTP planning process, a deficiency analysis was completed that included the demand for bicycle and pedestrian transportation. Figure 18 – Daily Trip Generation by TAZ – is a map that shows the bicycle and pedestrian trips generated per square mile based on the projected 2040 SE Data (i.e., population and employment) and the Triangle Regional Model (TRM). It is assumed that the great majority of those trips will originate and end in the same TAZ or an adjacent TAZ. Thus, the greatest demand for bicycle and pedestrian facilities will be in the darkest shaded TAZs, i.e. those TAZs with the highest non-motorized trip generation.

**Bicycle and Pedestrian Crashes**  
The deficiency analysis also identified eight intersections in the MPO area that potentially meet the safety warrant for bicycle and pedestrian travel. See Figure 19, Potentially Hazardous Intersections, and Table 7, Potentially Hazardous Crash Intersections. The warrant requires a minimum of five bicycle or pedestrian crashes reported in the last ten years and a minimum of 50% of all those crashes must have occurred in the last five years. The crash data is from the NCDOT Highway Safety Improvement Program (HSIP). The HSIP Web page on the following link provides more detailed information and maps, and descriptions of warrants and methodology. <https://road.com/ncdot/sales/>

It must be noted that the local governments in the MPO area have already carried out in-depth planning processes and produced detailed plans for bicycle and pedestrian facilities. The high level maps in the CTP deficiency cannot replace those plans. The CTP deficiency analysis, however, can provide a general check on the coverage of those plans.

**CTP and Local Plans**  
The CTP Bicycle and Pedestrian map, Sheets 4 and 5 of Figure 1, shows the bicycle multi-use paths and off-road pedestrian paths. The local governments have developed detailed sidewalk plans. Sidewalks, or on-road pedestrian facilities, are not shown on the CTP maps and the reader is directed to the local plans to view those facilities. See Appendix 1 – Existing Transportation Plans and Policies – for a list of local bicycle, pedestrian and multi-use path plans that have been incorporated into the CTP, and links for those plans.

All recommendations for bicycle and pedestrian facilities were coordinated with the local governments. Refer to Appendix A for contact information for the Division of Bicycle and Pedestrian Transportation.

## 1) Bus Rapid Transit

- Add high capacity transit corridors from the 2045 MTP Amendment #2 as “fixed guideway” (current designation for North-South BRT)
- Table and map designate as “BRT”
- Adjust based on Durham County and Orange County transit plans, as available

## 2) Transit Emphasis Corridors

- Add 3 Durham transit emphasis corridors as operational strategies and include definition and list of types of transit facilities (e.g., improved bus stops and pedestrian access to stops)

## 3) Bus Route Definition

- Ensure definitions for bus routes and complete streets include bus facilities, e.g., bus pullouts

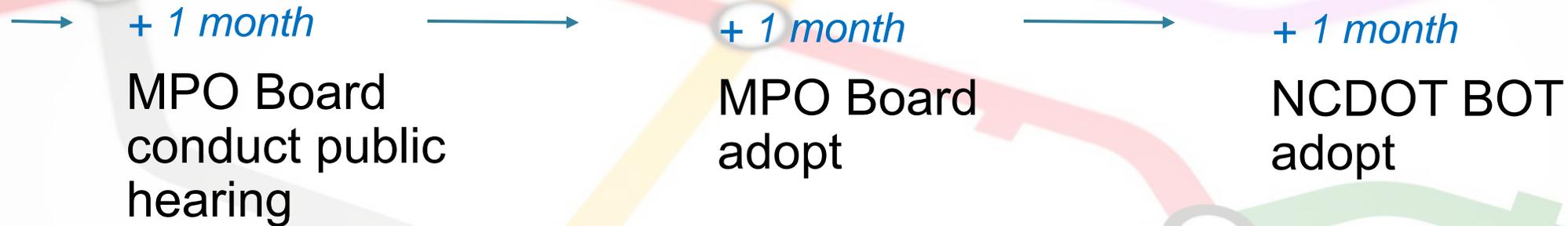
## 1) Update Bicycle, MUP, and Pedestrian

- Several jurisdictions/counties have updated their local plan and want to reflect those changes in the CTP

## 2) Sidepaths on Major Roads

- A sidepath cannot be shown in the CTP highway section if the roadway does not have a “needs improvement” or “recommended” status.
- These sidepaths, which in some cases will be needed to complete a sidepath network, will need to be designated in the CTP multiuse path (MUP section).

# CTP Amendment #3 – Schedule



\* CTP Amendment #3 and MTP Alternatives Analysis will likely have overlapping public engagement. MPO will focus effort to make sure the public understands difference between the two processes.